

SMALL SALES DUE TO STORMY WEEK

Real Estate Market Shows Signs, However, of Early Fall Activity.

NEW STRUCTURES TO BE ERECTED

Strong Demand by Renters Easily Met—One Firm Builds Fifty-two Residences in Eight Months—Suburban Property on the Block.

Though last week was one of the most inclement and unpleasant of the summer, the business transacted by the various real estate firms of the city was satisfactory and showed that the fall activity was getting into the market. Several sales of lots and buildings were made. With the present prospects for clear, cool weather during this week it is expected that the market will be more active than it has been since the spring rush. Work on the new houses, which was delayed on account of the bad weather, will be resumed and others will be started and rushed to completion before the winter sets in.

Have Built Many Homes.
Permits were issued to Messrs. C. W. and J. L. Davis yesterday for the erection of two tenements to be used for four dwellings, to cost \$10,000. The new houses will be located at Nos. 1, 2, 3 and 7 North Sycamore Street. When these have been completed they will make fifty-two houses built and sold or rented by this firm since the first of the year.

Messrs. Blanton & Purcell sold during the week four desirable lots in the West End, on which contracts have already been let for four modern brick dwellings, which will be ready for occupancy late in the fall. This firm also sold several small investment properties and reports active inquiries for property, and anticipates a very heavy business for the fall season. During the last two weeks the most desirable houses for rent have been taken, and the prospects are that few will be left by the middle of September.

The continuous rains of the week have been bad for the suburban dealers, and as a consequence very few sales were made. The time, however, afforded an excellent opportunity for the progressive operators to pick up the ragged ends of their business and get things into good shape for the fall trade.

Suburban Boom Growing.
Ginter Park has experienced a good building boom this summer, and many sales of lots for improvement were made.

The policy of the Ginter Park Company is one of great liberality in the way of providing permanent improvements, such as adequate sewerage and drainage, good roads, and avenues of generous width, excellent, pure water for domestic uses, and in trees and hedge planting, leaving little to be done by the resident outside of his own premises. These improvements are the very best insurance against the ravages of fever and other diseases.

The company reports many new inquiries and negotiations for the purchase of its lots. The large size of these lots and the wise restrictions under which they are sold make them most attractive to the home-seeker and the investor.

The continued wet weather has had its effect on the business in Highland Park, though a number of sales have been closed up in the last few days. The agents report the number of inquiries for lots in Highland Park lots is on the increase.

The Town Council is now having plans made for extensions to the sewer system in several different places where houses are being built. There is also a movement on foot to provide a beautiful town with a water system giving the pure, clear water to be had by sinking deep wells. This suburb is now noted for its good water, and this, coupled with the pure air, has helped many sick persons back to health.

The residents of Highland Park have no mud to contend with. When it rains, the soil being a sandy loam with gravel underneath, and no water is to be seen a few hours after a rainstorm.

HOTELS ARE INADEQUATE

Natural Bridge Facilities Must Speedily Be Increased.

(Special to The Times-Dispatch.)
NATURAL BRIDGE, VA., August 29. It is evident that the hotel accommodations here are inadequate. People are flocking here from every part of the country to see the wonders of nature, and every day, especially toward the end of the week, the capacity of the hotel is strained.

The company sees this and already plans are being made for enlargement. As it is, there is no hotel in Virginia that is better kept. Under the new management of General Superintendent Faxon everything moves with the swiftness and accuracy of a clock work. Arrangements are already being made for the fall and winter travel, and this year tourists will find rooms on suite with bathrooms, steam heated and brilliantly lighted by electricity.

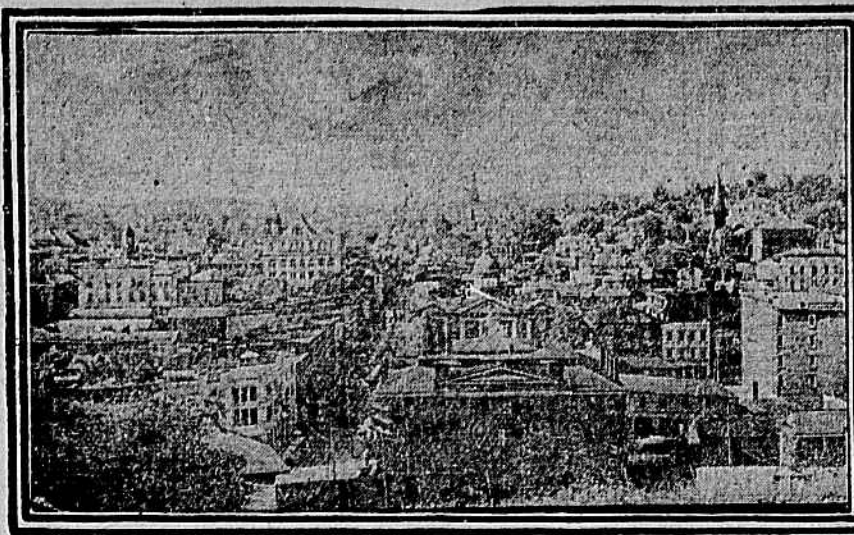
The steam heating and electric lighting facilities have been extended to the Thomas Jefferson cottage, and that historic abode has been thoroughly modernized, while its ancient and historic features have been preserved in their entirety.

The boats and boating on the new lake are now a pleasing feature of life at the bridge and other additions are being rapidly made to the sources of amusement and recreation.

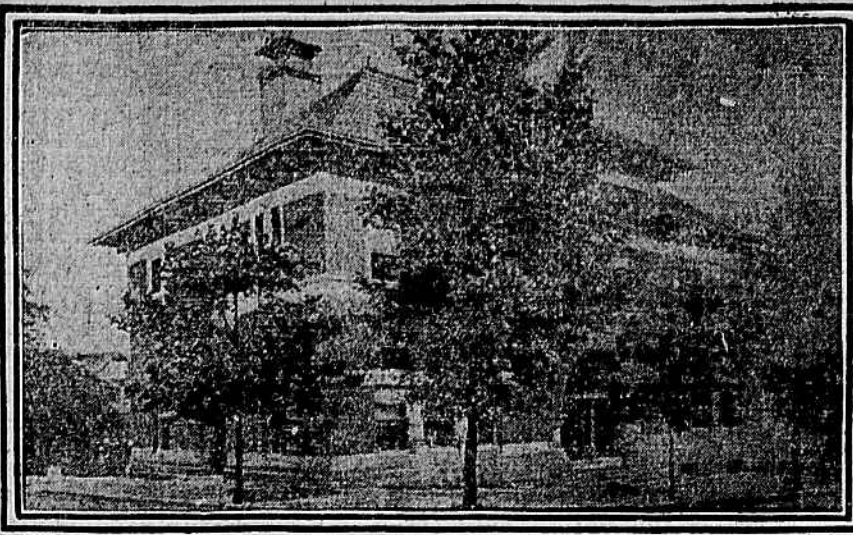
Install New Machinery.
BROOKS, VA., August 29.—Austin Run Mining Company, 507 Harrison Building, Philadelphia, Pa., is planning to install power plant at Brooks for operating its iron pyrites mines; plant to include 70-horse power steam engine, 100-horse power boiler, air compressor, air drills, hoisting engine, etc.

To Move New Dwelling.
LYNCHBURG, VA., August 29.—S. H. Franklin has had plans prepared by Lewis & Burnham, Lynchburg, for residence colonial style; former winery front porch with arched roof; unique front door.

SCENES IN THRIVING TOWN OF STAUNTON, VIRGINIA



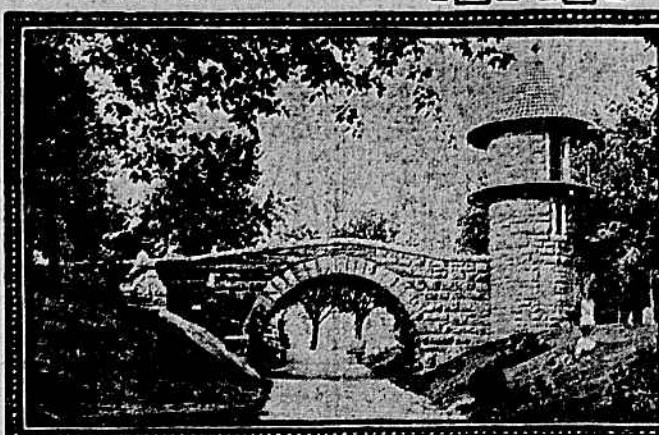
BIRD'S-EYE VIEW OF STAUNTON VA



POST OFFICE



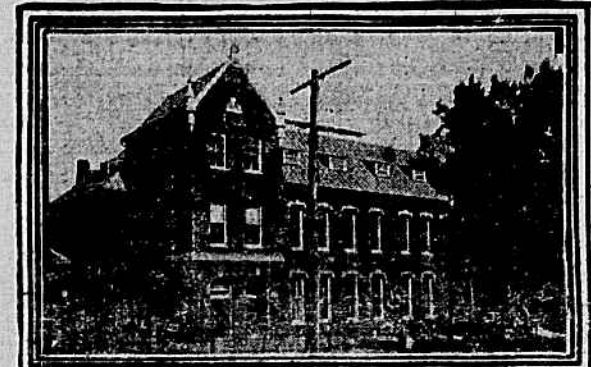
Y.M.C.A. BUILDING



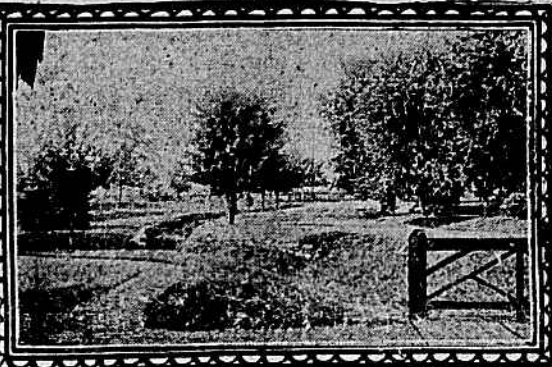
FOOT BRIDGE IN THORNROSE CEMETERY



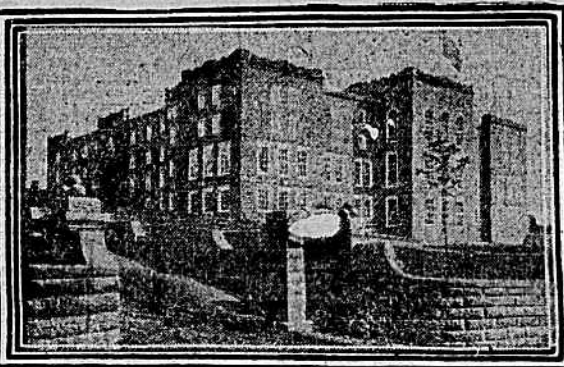
MAIN STREET



PUBLIC SCHOOL



VIEW IN GYPSY HILL PARK



STAUNTON MILITARY ACADEMY

SOUTH AFRICA'S LONG TRUNK LINE

Queer Features of Life and Business at the Broken Hill Mines.

Broken Hill, Northwest Rhodesia, is a town of 15,000 people, 150 miles north of the Zambesi river and at the northern end of the railhead of the Cape to Cairo trunk line, which now reaches from here to Cape Town, a distance of more than 2,000 miles. It is as far from the Cape of Good Hope as from Boston to Denver, and farther north of the southernmost point of Africa than Hudson Bay is north of the Gulf of Mexico. The road is only temporarily stopped at this point, and by the time this letter is published the work of laying the tracks northward will be again under way. The late Alfred Beit, the friend of Cecil Rhodes, who like him made a great fortune in South Africa, left \$6,000,000 to be used for the extension of the Cape to Cairo system, "and this to be employed toward pushing the road to Lake Tanganyika." As it is now, it is only about 200 miles from the borders of the Congo Free State, and within 450 miles of Lake Tanganyika. This is just about as far as from New York to the Great Salt Lake, and it comprises almost one-half of the route from the Cape of Good Hope to the Mediterranean Sea.

By Steam Through Africa.
I refer to the Cape to Cairo line as a steam route, including in that term transportation by boat and cars. There will never be one continuous iron track north and south across this continent. The traffic will not warrant it, and besides there are deep waterways, which can be used to save almost one-third of the construction. The longest stretch of rail will be from Cape Town north to Lake Tanganyika. This is just about as far as from New York to the Great Salt Lake, and it comprises almost one-half of the route from the Cape of Good Hope to the Mediterranean Sea.

Lake Tanganyika is a narrow trough in the mountains running almost north and south for a distance of 400 miles. It is about 1,670 miles, but 1,200 miles of it can be made by water. From the lake and the river of the Nile are already running for more than 1,000 miles, and with 100 miles more railroad, passengers can reach from there to Lake Albert Edward and Lake Kivu, so you see the Cape to Cairo route is not a long one. The roads yet to be built are not as long as from Philadelphia to Chicago, and more than one-half of the work will be finished when this line has reached Tanganyika.

Rhodesian Railways.
For the past month or more I have been traveling over the railroads of Rhodesia. Those already constructed measure something like 2,500 miles, and they have all been built within the last fifteen years. They were laid out by Cecil Rhodes, but he died before

they had reached the Zambesi and the greater part of his traveling through the country was done in ox wagons. The roads here, well built and traveling over them is comfortable. The gauge is one metre, or three feet six inches. The rails are comparatively light, most of them being forty pounds to sixty pounds per yard. Some of the cars are magnificent. The trains de luxe carry cooking and dining arrangements, and my car to Victoria Falls had a shower bath with a coil of pipe which ran round and round, furnishing a needle spray. One can now get on a train of that kind at Cape Town and ride to Victoria Falls without change. The distance is 1,600 or 1,700 miles and a first-class fare is just about \$80. The meals are good and the prices cheaper than at home. Breakfast costs 50 cents, luncheon 62½ cents, and dinner 75 cents. In the Rhodesian rails the dining car rates are a trifle higher, but nowhere are the meals as much as here. The rate from Cape Town to Broken Hill is over \$100, but the second-class tickets cost about one-third less, and the third class are not half as much as the first. For those who wish to travel without regard to cost, private cars may be had. These have cooking and dining compartments attached all the way. I had to carry my own food and bedding, however. The travel through the wilds is light and the road has not been completed long enough to make the demand for comforts warrant the expense of furnishing them. It takes two nights to make the trip to this point, and a few thick blankets, enable one to sleep well on the ordinary cushions of the cars. I have rolled up my overcoat and used it for a pillow, and notwithstanding the fact that I was a top, I slept like a baby.

The Eating is a more difficult matter. I had a tin canner box filled with such things as cracked tongue and ham, with several varieties of pickles, which serve as a relish and aid in cutting the grease. I started out with some canned butter, but I will say nothing about that. It was simply strong enough to speak for itself. I had also some jam, made in London, which I spread on top of my ham sandwiches, and that took its place. I will give you a tip. Carry a loaf with you from Victoria Falls Hotel, and I will get another supply here when I go back.

Tea from Pils.
I have had excellent tea, which I brewed with hot water from the local springs. At meal times the black boy, who is in charge of the car, brought me a kettle and I made my tea with tea pills. I and I wonder if you have ever heard of the little tablets of compressed tea, invented by Burroughs, Welcome and Company, of London. They are as big around as the end of your little finger and one will make a full cup. They are composed of real tea compressed by an enormous force into pills. Each tablet is as hard as a stone until the water touches it. When it dissolves to a powder and gives forth a delicious aroma. The pills are put up in tin boxes, and they are so small that you can carry enough for a hundred cups in your pocket. A little box of short sweetening goes with them. This is composed of a saxon material which is 600 times sweeter than sugar. It is compressed into pills as big as the head of a pin and a single pinch will sweeten a cup.

Fighting the White Ants.
All the way from here to the Zambesi (Continued on Last Page.)

SOUTH TO IMPROVE MILES OF ROADWAY

Millions of Dollars Will Be Expended in Near Future for Macadam.

(Special to The Times-Dispatch.)
BAITMORE, August 29.—The numerous reports being received by the Manufacturers' Record indicate that the road improvement work throughout the South is still increasing at a steady gait, and there seems to be no signs of any let-up in new undertakings. Contracts are being awarded, surveys being made, and bonds are being voted for still more work.

Many Bond Issues.
Among the many reports received since the 1st of August are several undertakings which are of more than usual interest. Alamance county, N. C., has voted \$200,000 for building approximately 100 miles of stone roads. Sullivan county, Tenn., has received bids for grading and macadamizing twenty-five miles of roads under a \$100,000 bond issue. Surveys will soon begin for roads to be constructed in Morgan county, Ala., under a \$250,000 bond issue. Scurry county, Texas, has voted \$70,000 for road improvements. Mecklenburg county, Va., has voted the issuance of \$50,000 bonds for macadamizing roads in the vicinity of Chesapeake City, and will also have available \$50,000 from the State for this work.

Escambia county, Florida, will vote in November on an issuance of \$200,000 road improvement bonds. Charlotte county, Virginia, will vote on a bond issue of \$100,000. New Manover county, North Carolina, will vote on a \$50,000 bond issue to continue its road improvement work.

These few references represent an aggregate sum of over \$1,000,000, and while they are by no means the full total of the work undertaken this month, they reflect the determination of the Southern farmer to provide himself with good highways and their resultant advantages.

New Enterprises.
Among the plans for industrial enterprises of various kinds announced this week in The Manufacturers' Record are the following: \$100,000 and \$50,000 coal lands in the Birmingham district; \$15,000 cotton gin company in Arkansas; \$10,000 cotton gin company in Texas; \$5,000 cotton gin company in Mississippi; \$15,000 cotton gin company in Alabama; \$15,000 cotton gin company at Atlanta, Ga.; \$50,000 power company in Florida; 30,000-horse power hydro-electric plant in Alabama; \$10,000 company at New Orleans for manufacturing bottles for railroads; construction of \$50,000 company to build gas engines and to operate a mine railway at Phoenix, Va.; \$50,000 company to drill for oil at Opelousas, La.; \$50,000 ice manufacturing company at Richmond, Va.; \$50,000 contract for rebuilding and equipping burned saw-mill in Texas; planing mill with daily output of 30,000 feet of lumber in connection with developing 5,500 acres of timber land in Tuscaloosa county, Ala.; \$50,000 zinc mining,

\$40,000 gem mining, \$100,000 lead and zinc mining, \$150,000 lead and zinc mining, \$15,000 sand mining and \$50,000 general mining companies in various States; calls for bids on construction of drainage ditches, the work involving about 150,000 cubic yards, in Texas; contract awarded at New Orleans for levee work costing \$227,000; \$25,000 fisheries company at Florida; \$100,000 printing company at Chattanooga, Tenn.; big fertilizer plant at Montgomery, Ala., the main building to be 300 feet long by 150 feet wide; doubling the plant of a cornice and roofing company at New Decatur, Ala.; the buildings to be probably of concrete construction; installation of 15,000 spindles for cotton yarns at Rock Hill, S. C.; cotton mills of 3,500 spindles in Alabama, and of 5,000 spindles in North Carolina; the expenditure of \$200,000 on new buildings of a business, \$100,000 at Portsmouth, Va., and a \$100,000 mill to manufacture wooden troughs in Missouri.

Buildings Planned.
All classes of buildings continued to be planned, and among the important items of the week may be mentioned: \$40,000 business building at Elkins, W. Va.; \$10,000 bank building at Middletown, Md.; \$100,000 church at Baltimore, Md.; \$10,000 church at Belton, Texas; \$3,000 store building at Nashville, Ark.; two \$15,000 schools at Radford, Va.; \$350,000 office building at Birmingham, Ala.; seven-story reinforced concrete building at Birmingham, Ala.; \$50,000 railway terminal building at Roanoke, Va.; \$125,000 railway station at Hattiesburg, Miss.; \$40,000 store building at Birmingham, Ala.; \$6,500 bank building at Granger, Texas; \$60,000 office building at Washington, D. C.; \$10,000 church at York, Texas; \$60,000 courthouse at Tulsa, Texas; \$25,000 hotel at Beaufort, N. C.; \$250,000 hotel at Oklahoma City, Okla.; \$35,000 school at Charleston, S. C.; cotton warehouse of 6,000 bales capacity at Charlotte, N. C.; \$100,000 Masonic Temple at Kansas City, Mo., and many others.

ARISE FROM ASHES

Eagle Rock Will Have New and Better Bank Speedily.
(Special to The Times-Dispatch.)
EAGLE ROCK, VA., August 29.—The Bank of Eagle Rock, which lost its bank building by fire last week, has about completed plans for a new and better banking house. Cashier Morgan says the new building which is to be on the old site, will be made as near fireproof as possible.

The Moore Lumber Company will rebuild the cooper shops which were almost destroyed. The destruction of the shops curtailed work in the Moore line works somewhat, but arrangements have now been made to get barrels elsewhere, and activities in the works will be resumed.

VIRGINIA CITIES AND TOWNS PLAN STREET IMPROVEMENTS

CASTLEWOOD, VA., August 29.—Russell county commissioners awarded contract to Tim Shay, Bluefield, W. Va., for construction of seven miles of macadam road from Castlewood to Copper Creek.

HONAKER, VA.—Russell county commissioners awarded contract to Luck Construction Company, Roanoke, Va., for construction of seven miles of macadam road from Honaker to Elk Garden.

KEystone, W. VA.—City awarded contract to J. D. Short, Bluefield, W. Va., for construction of sidewalks; bond issue of \$10,000 recently voted.

SHOW RESOURCES AT STATE FAIR

Industrial and Mineral Exhibit to Be Brought Here by Norfolk and Western.

Mr. E. A. Schubert, of the industrial and agricultural department of the Norfolk and Western Railway Company, has been here several days for the purpose of conferring with General Manager Mark R. Lloyd, of the Virginia State Fair, in reference to making a large display in behalf of the company for the purpose of showing the wonderful agricultural and mineral resources of the Old Dominion. Mr. Schubert has already succeeded in forming a most noteworthy collection of exhibits, which he has arranged in two divisions. The agricultural portion will represent different varieties of wheat in sheaf and grain, as well as oats and corn, each of a number of kinds. All the grasses grown in Virginia have been collected, and the samples of alfalfa, crimson clover and German clover, especially fine. Fruit and vegetables will be shown in large jars, preserved in alcohol for exhibition only, as was done by California and other States at the St. Louis Exposition in making their grand horticultural displays. The Roanoke Times, in referring to Mr. Schubert's plan as a collector of fine agricultural and horticultural specimens, in which work he has been engaged, in behalf of the Norfolk and Western Railway Company, for several years, stated a few days ago that he had "secured five car-loads of canned and bottled things from one county alone."

Flue Mineral Display.
As for specimens of minerals, stone, timber and other natural resources of Virginia, the Norfolk and Western's collection is one of the finest of the kind in this country. There are not only wonderfully rich specimens of hematite ore from the celebrated Cripple Creek mines of the Virginia Iron, Coke and Coke Company, in Southwest Virginia, but hematite and magnetite ores from a number of counties. There are also remarkably fine specimens of lead and zinc from the mines of Pulaski county; talc from Carroll; gold ores from Montgomery and Floyd; coal-bearing quartz and sparkling pyrites from Buckingham; copper ore from Carroll, Grayson and Wythe; saltpetre from Rockbridge, and rock salt from Smyth, where there are such enormous deposits that the name of the county is given to one of the most prosperous towns of the Southwest, as well as abundant, good to make up a great variety.

As for stone, the variety is so great that it can only be referred to in general terms. Many Virginians know how successful the county of Pulaski was in making an extensive display of the products of her quarries at the Jamestown Exposition. Well, where the Norfolk and Western Company has endeavored to illustrate the result of the quarries along its lines by assembling stone specimens from a number of counties, with the result that the collection is a notable one.

Unique Staunton's Experiment.
A further evidence of the willingness of the citizens to co-operate in an aggressive movement for the well being of the city is the fact that Staunton is the first Virginia city, and, so far as I know, the first city in the United States, to appoint and employ business managers, who are acting under the control and management of the City Council, and within the requirements of the State Constitution, is practically the manager of the city, and devotes his entire time to the development of the city's best interests.

Mr. Charles E. Ashburner, a man of wonderful mental resources and of unbounded energy, has been selected "manager," and his well-laid plans, which are being intelligently worked out, promise most gratifying success. The outcome of this unique experiment on the part of Staunton will doubtless be watched with much interest by other progressive cities of the Commonwealth, and I am inclined to think Staunton has set a pace which other towns will soon wake up to, and the quicker they do it the better—that is, such of them as can find a Charles E. Ashburner to be manager.

The city owns an opera house, with a seating capacity of 500; a paid fire department; water works, from which the net revenue amounts to approximately \$5,000 per year; an ample sewerage system. (Continued on Last Page.)

STAUNTON, QUEEN OF THE VALLEY

Subject Treated Chiefly From a Social, Educational and Religious Standpoint.

"BUSINESS MANAGER" AN OFFICER OF CITY

To This Official Is Left Duty of Pushing Forward the Town and Urging It Forward to Its Greatest Development—Much Expected in Future.

BY FRANK S. WOODSON, (Industrial Editor.)

STAUNTON, VA., August 29.—I am writing of the Queen City of the Valley just at this time by way of introduction. In a future letter I expect to go largely into details, and show by facts and figures of an industrial character why Staunton claims to be the Queen City, and how it can prove its right to the title. In this letter I wish to show its queenliness from a social, educational and religious standpoint, merely touching upon its industrial and commercial features. These last I will reserve for another letter, and only touch upon the details, because their importance and immensity are such that they will require a long letter unto themselves.

For Lo These Many Years.

For more than 150 years Staunton has been the commercial center of one of the most fertile and beautiful sections of the Old Dominion. It is located in the middle of the great Valley of Virginia, at its widest point, and towards the extreme southern limit of that portion which is known as the Shenandoah Valley, and which is so justly famed in song and story for its great beauty. Thrifty and substantial, beautifully pictures and attractive from the wealth of blue grass and foliage, which grows with the utmost profusion on the limestone soil, and conforming itself to an irregular topography by variety in streets and architecture, it is hard to conceive of a place more pleasing in appearance or better suited for man's habitation.

Protecting Mountains Sheds.

Staunton's elevation of something more than 1,500 feet above sea level insures comfortable nights in the midst of summer, and the surrounding mountains guarantee the coming at every hour in the twenty-four of the day of that bracing air so conducive to physical comfort and general well being. The beautiful Blue Ridge mountain range to the eastward, and the outlying ranges of the Alleghenies to the west, both of which are in lovely view from the seven or more hills of Staunton, throw around the city the protection of their encircling arms, forming a continuous mountain shed, to ward off the moisture and malaria-laden gales from the Atlantic and the sea-breeze laden breezes from the frigid North-west. These conditions insure an equable climate, which is devoid of great extremes of either heat or cold, and permit of the most strenuous physical and mental effort all the year around. Every day in the year, except Sundays and legal holidays, are busy days in Staunton, and such a thing as the closing down of factories or any industries because of unfavorable weather conditions is unknown.

Nature has truly marked Staunton for a great industrial and manufacturing center, and, as a clincher to the marking, nature has surrounded it with an inexhaustible supply of raw materials.

Just why Staunton is not now a Pittsburg, a South Bend, a Minneapolis and a Richmond combined could be explained, but it is not necessary. It is certain that it can be, in a manufacturing sense, and of this in a limited way, for at its doors it has the raw material to make all of the things which have made famous the cities named—the iron and coal to make a small Pittsburg, the timber to make as many things as the city of Minneapolis, and the wheat and corn to keep going as many mills as make Minneapolis famous, and all of the raw materials which feed the varied manufactures of Richmond, tobacco alone excepted.

The Business People of the town and the city government have waked up to a full realization of Staunton's possibilities, and are long there is going to be something doing. The Board of Trade, of which Mr. C. Russell Caldwell is president, is a large, influential and wide-awake business body—that is to say, it has become so in late months—and this body proposes to set to it that the city should have many inducements Staunton has to offer to the manufacturer in the North and in the West who is in search of a location where the raw material is right at hand, where the labor is abundant, and not exorbitantly high, and where the water and electric power is obtainable and cheap, and where educational and church and social advantages are unexcelled.

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